



Captain of the Port
U.S. Coast Guard Marine Safety Office
721 Medical Center Drive Suite 100
Wilmington, NC 28401
Phone: (910) 772-2200
Fax: (910) 772-2238

The Coast Guard Captain of the Port (COTP) Wilmington does not consider the ports of Wilmington or Morehead City to be safe havens for the approaching hurricane. This area lacks the terrain features that could provide shelter, as well as anchorages for use during a hurricane.

Therefore, Masters of all self-propelled oceangoing vessels over 500 GT, all oceangoing barges and their supporting tugs, and all tank barges over 200 GT shall make plans to evacuate the port at least 12 hours before gale force winds (34 knots or 39 mph) arrive at Frying Pan Shoals Buoy #7. This action should allow your vessel enough time to clear Frying Pan Shoals and proceed on a safe route well ahead of the approaching storm. **If you feel this is not enough time for your vessel to evade the storm, you shall arrange an earlier departure, rather than deciding to remain in port.**

Due to the limited number of available pilots and tugs, it is critical that you make your departure plans as early as possible. It is expected that pilots will refuse to move vessels when wind velocities exceed gale force. The COTP may grant permission for vessel movements within the port until twelve (12) hours before the projected arrival of hurricane force winds (64 knots or 74 mph) at Frying Pan Shoals Buoy #7.

If you have a problem that prevents your vessel from evacuating the port, you must obtain permission from the COTP and from the facility you wish to moor at, in order to remain in the COTP Wilmington Zone. Attached is the application for vessels requesting permission to remain in the port. This information may be hand delivered or faxed to the COTP at (910) 772-2238.

Attachment: Application for Vessel to Remain in Port (3 pages)



**This Information is Required for All Self-Propelled
Oceangoing Vessels Over 500GT, All Oceangoing Barges
and their Supporting Tugs, and All Tank Barges Over
200GT Requesting to Remain in Port During a Hurricane.**

PORT OF _____

Vessel Name: _____ Call Sign: _____ Flag: _____
Official Number: _____ Length: _____ Hull Type: _____
Vessel Master: _____ Phone: _____ GT: _____
Agent Name: _____ Phone: _____
Owner Name: _____ Phone: _____
Address: _____
Bunkers: _____
Ballast Capacity: _____ Lube Oil: _____ Diesel Oil: _____
Horsepower: _____ Draft (Ballasted): _____
Berth Location: _____ Single/Twin Screw: _____
Depth of water at berth (MWL): _____ Berth Number: _____
Current Condition Why Vessel Cannot Leave Port: _____

Availability of Vessel's Main Propulsion: _____

Operation Status of Machinery On Board: _____

Any Unusual Conditions Affecting Vessel's Seaworthiness: _____

Number of Crew to Remain On Board and Qualifications _____

Operational Status of Machinery On Board: _____

Firefighting Capability of Vessel: _____

----- POLLUTION/SALVAGE INFORMATION -----

In the event the vessel spills any oil or hazardous materials, or poses a threat of spilling such materials, arrangements are required to provide for rapid response to mitigate the spill and remove the pollutant from the environment. If the vessel is partially or completely sunk in or near a navigable channel, or becomes a hazard to navigation, rapid removal of the vessel from the waterway is necessary. For tank vessels, much of this information may be found in the ship's required Vessel Response Plan.

Pre-Designated Qualified Individual: _____

Company: _____ Phone: _____

Full Vessel Characteristics that Would Need to be Known to Effect Salvage:

Insurance Carrier for Damage Liability: _____

Phone: _____

INCLUDE A FULL STOWAGE PLAN AND MANIFEST OF
ANY PARTICULAR CARGO AND POLLUTION HAZARDS.

--VESSEL EXAMINATION BY USCG--

Coast Guard Survey Team Comments:

Survey Team Members

1. _____
2. _____
3. _____

Survey Date: _____

Survey Time: _____

FACILITY INFORMATION

Vessel masters/agents are responsible for identifying, and receiving permission from the owner of a suitable mooring site, before seeking COTP permission to remain in port. A DIAGRAM showing mooring arrangements is required as part of this checklist. Use a separate sheet to show the number and sizes of mooring lines or cables, fender configuration, and facility characteristics.

Facility Name: _____ Location: _____

Facility POC: _____ Phone: _____

Shore Side Firefighting Capability: _____

Tugboat Assistance

Availability: _____

Distance to Nearest Oil Storage Facility, Oil Pipelines, HAZMAT Facility, Oil or HAZMAT Storage Tanks at Facility Where Vessel is to be Moored: _____

All Areas Cleared of Missile Hazards: _____

Has the Facility had an Engineering Study Done To Determine the Maximum Size of Vessel With Maximum Winds Which Could Safely Moor at Facility? _____

If So, Include a Copy of the Study Attached to this Application.

Is the Facility Capable of Holding the Vessel? _____

THIS FACILITY HAS AGREED TO ALLOW THE _____

(VESSEL NAME)

TO STAY BERTHED AT THIS LOCATION THROUGHOUT THE STORM.

VESSEL PERSON IN CHARGE

FACILITY PERSON IN CHARGE

DATE: _____

STORM NAME: _____

FAX THIS FORM TO THE COAST GUARD MARINE SAFETY OFFICE: (910) 772-2238